

Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions and listings of claims in the application. Material to be inserted is in underline, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[]]. Any and all cancellations are without prejudice.

1. (Currently amended) An engine mounted in a watercraft and configured to discharge an exhaust gas through a water muffler, comprising:

a cylinder head forming a combustion chamber, wherein

the cylinder head is provided with an exhaust port forming a part of an exhaust passage configured to draw the exhaust gas from the combustion chamber to the water muffler, and an air passage configured to ~~allow the exhaust port and an outside of the engine to communicate with each other,~~ branch from the exhaust port and to have one opening end communicating with an outside of the engine and an opposite end communicating with an inside of the exhaust port, and

the air passage is provided with a valve configured to ~~restrict~~ permit a flow of air within the air passage from the outside of the engine toward the inside of the exhaust port.

2. (Original) The engine according to Claim 1, wherein the valve is configured to permit the flow of air from the outside of the engine toward the exhaust port when a pressure within the exhaust port is lower than a pressure of the outside of the engine, and is configured not to permit the flow of the air from the exhaust port toward the outside of the engine when the pressure within the exhaust port is higher than the pressure of the outside of the engine.

3. (Original) The engine according to Claim 1, wherein the valve is configured to permit the flow of air within the air passage when the engine is in a stopping or stopped state.

4. (Currently amended) ~~The engine according to Claim 3, further comprising:~~ An engine mounted in a watercraft and configured to discharge an exhaust gas through a water muffler, comprising:

a cylinder head forming a combustion chamber; and

a sensor configured to detect an engine speed of the engine[, wherein];

wherein the cylinder head is provided with an exhaust port configured to draw the exhaust gas from the combustion chamber to the water muffler, and an air passage configured to allow the exhaust port and an outside of the engine to communicate with each other, and

wherein the air passage is provided with a valve configured to restrict a flow of air within the passage, the valve is ~~being~~ an electromagnetic valve configured to be driven based on a detection signal from the sensor and configured to permit the flow of the air within the air passage when the engine is in a stopping or stopped state.

5. (Original) The engine according to Claim 1, wherein the air passage is configured to be connected to the exhaust port in the vicinity of an end of the exhaust port on the combustion chamber side.

6. (Original) The engine according to Claim 1, wherein the cylinder head, the

exhaust port, and the air passage are associated with one of a plurality of cylinders of the engine, wherein the air passage is divided into a plurality of sub-passages, each of the plurality of cylinders including the exhaust port, the air passage being configured to fluidically connect each exhaust port to the outside of the engine, through the corresponding sub-passage.

7. (Original) The engine according to Claim 6, wherein the sub-passages are merged at a location thereof into a merged portion of the air passage, and the valve is provided so as to be closer to the outside of the engine than the location where the sub-passages are merged.

8. (Currently amended) A personal watercraft comprising:

an engine mounted within a body of the watercraft; and

an exhaust passage provided with a water muffler equipped within the body and configured to ~~be connected to the engine to allow an~~ draw the exhaust gas from the engine to ~~flow within~~ an outside of the body of the watercraft through the water muffler, wherein

the engine includes a cylinder head forming a combustion chamber,

the cylinder head is provided with an exhaust port forming a part of the exhaust passage configured to draw an exhaust gas from the combustion chamber to the water muffler ~~an outside of the cylinder head~~ and an air passage configured to ~~allow the exhaust port and the outside of the engine to communicate with each other,~~ branch from the exhaust port and to have one opening end communicating with the outside of the engine and an opposite end communicating with an inside of the exhaust port, and

the air passage is provided with a valve configured to ~~restrict~~ permit a flow of air within the air passage from the outside of the engine toward the inside of the exhaust port.

9. (Currently amended) ~~The personal watercraft according to Claim 8, further comprising:~~ A personal watercraft comprising:

an engine mounted within a body of the watercraft, the engine including a cylinder head forming a combustion chamber, the cylinder head being provided with an exhaust port configured to draw an exhaust gas from the combustion chamber to an outside of the cylinder head and an air passage configured to allow the exhaust port and the outside of the engine to communicate with each other, the air passage being provided with a valve configured to restrict a flow of air within the air passage;

a water muffler equipped within the body and configured to be connected to the engine to allow the exhaust gas from the engine to flow within the water muffler;

a sensor configured to detect an engine speed of the engine; and

a control device configured to receive a detection signal from the sensor and configured to, based on the received signal, transmit a signal indicative of whether or not the engine is in the stopping or stopped state, to the valve, wherein

the valve is an electromagnetic valve configured to be driven based on the signal from the control device.

10. (New) The personal watercraft according to Claim 8, wherein the valve is configured to permit the flow of the air from the outside of the engine toward the exhaust port when a pressure within the exhaust port is lower than a pressure of the outside of the engine, and is configured not to permit the flow of the air from the exhaust port toward the outside of the engine when the pressure within the exhaust port is higher than the pressure of the outside of the

engine.

11. (New) An engine mounted in a watercraft and configured to discharge an exhaust gas through a water muffler, comprising:

a cylinder head forming a combustion chamber, wherein

the cylinder head is provided with an exhaust port configured to draw the exhaust gas from the combustion chamber to the water muffler, and an air passage configured to allow the exhaust port and an outside of the engine to communicate with each other,

the air passage is provided with a valve configured to restrict a flow of air within the air passage, and

the valve is configured to permit the flow of air from the outside of the engine toward the exhaust port when a pressure within the exhaust port is lower than a pressure of the outside of the engine, and is configured not to permit the flow of the air from the exhaust port toward the outside of the engine when the pressure within the exhaust port is higher than the pressure of the outside of the engine.

12. (New) The engine according to Claim 11, wherein the valve is configured to permit the flow of air within the air passage when the engine is in a stopping or stopped state.

13. (New) The engine according to Claim 11, wherein the air passage is configured to be connected to the exhaust port in the vicinity of an end of the exhaust port on the combustion chamber side.

14. (New) The engine according to Claim 11, wherein the cylinder head is provided with a plurality of combustion chambers for a corresponding plurality of cylinders of the engine;

wherein the exhaust port is one of a plurality of exhaust ports, each exhaust port being associated with a respective one of the plurality of cylinders;

wherein the air passage is divided into a plurality of sub-passages, the air passage being configured to fluidically connect each exhaust port to the outside of the engine, through a corresponding sub-passage.

15. (New) The engine according to Claim 14, wherein the sub-passages are merged at a location thereof into a merged portion of the air passage, and the valve is provided so as to be closer to the outside of the engine than the location where the sub-passages are merged.